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**PRINTING OF ALL KINDS** at the most moderate prices. At the "DAILY PRESS" OFFICE. All proofs are read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

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## NEW ADVERTISEMENTS

### GOVERNMENT NOTIFICATION

It is hereby notified that the Hongkong Volunteer Corps are to carry out GUN PRACTICE from the North side of Steeple's Island in a North-Westly direction TO-MORROW (SATURDAY) the 17th instant, between hours of 3 p.m. and 6 p.m.

All Ships, Junks, and other Vessels are cautioned to keep clear of the Range.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary

Colonial Secretary's Office, Hongkong, 14th October, 1896. [2356]

**THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.**

A INTERIM DIVIDEND of the Rate of Four per cent. (one Dollar and fifty cents per \$100) for the Six months ending 30th June, 1896, will be Paid on application to those Persons who are registered as Shareholders in the above Company, on FRIDAY, the 23rd October, 1896.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 16th to the 23rd instant, both days inclusive.

MAYER & CO., General Managers, Hongkong, 16th October, 1896. [2357]

### PUBLIC AUCTION

THE Undisposed has received Instructions to Sell by PUBLIC AUCTION,

MONDAY, the 19th October, 1896

at Noon.

under Writ of Execution and Distraint for Rent, the GOODS and GEARTEELS of the KWONG TUNG CHONG MACHINE SHOP, No. 44, PRATA EAST & NO. 9, TAIWU STREET, Comprising:

LATHES and SCREWING MACHINES, One ENGINE, Incomplete, One Set of COMPOUND ENGINES, OLD IRON, &c.

Terms of SALE—Cash before delivery in Bank notes.

All Lots with all faults and errors of description at Purchaser's risk on the fall of the hammer.

Immediate Clearance.

J. M. ARMSTRONG, Auctioneer, Hongkong, 15th October, 1896. [2360]

### OCEAN STEAMSHIP COMPANY

FOR SHANGHAI VIA AMOY (Taking Cargo and Passengers at Amoy rates for Ningpo, Hangchow, Fusan, Trenton, Hankow, and Ports on the Yangtze.)

THE Company's Steamship,

"ANTENOR," Captain M. H. F. Jackson, will be despatched as above at Noon.

For Freight or Passage apply to BUTTERFIELD & SWIRE Agents, Hongkong, 15th October, 1896. [2365]

### CHINA NAVIGATION COMPANY, LIMITED.

POR KORE

THE Company's Steamship "CHINTU," Captain Tuan, will be despatched as above on TUESDAY, the 20th inst.

For Freight or Passage apply to BUTTERFIELD & SWIRE Agents,

Hongkong, 15th October, 1896. [2369]

### OCEAN STEAMSHIP COMPANY

CONSIGNEES for Company's Steamer "ANTONIO," are hereby notified that the Cargo will be Discharged into Craft, and sent to the Quay down the River Union; in both cases it will be at Owners' risk.

The Cargo will be ready for delivery from Craft on or about the 17th inst.

Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left the Godowns, where they will be examined at 11 A.M. on the 25th inst.

BUTTERFIELD & SWIRE Agents,

Hongkong, 15th October, 1896. [2365]

### INSURANCE

EQUITY LIFE ASSURANCE SOCIETY OF U.S.A. gives the BEST SECURITY.

Lives there a man with soul so dead, Who never to his Master did repair? And so I must assure my life, I would not be a trifles been.

Who dies and leaves his family poor, I'll pay a premium every year, And then my loved ones need not fear But when I am in my grave They'll have more than I care, Or the money will live on.

And an old age serene and bright And peaceful ease a summer night Shall lead me to the grave?"

If you would be another such, And wish to find out just how much Premium cost to you will be, Write phone, or call on us or me,

SHEWAN T. CO., General Agents, or

J. T. HAMILTON, Manager for the East, Hongkong, 3rd July, 1896. [2366]

### AUCTION

PUBLIC AUCTION

M. R. J. M. ARMSTRONG has received Instructions from the MONTGOMERIES to Sell by

PUBLIC AUCTION

TO-DAY (FRIDAY), the 16th October, 1896, at 2.30 P.M. in the afternoon, at the Pictures.

The following LEASHELD PROPERTIES (in ONE LOT), namely—

INDIA LAND Lots Nos. 634 and 639, with the Houses thereon, Nos. 23 to 29, Second Street, No. 31 to 111, Third Street, and Nos. 1 to 22, Sincung Fung Lane.

All the above Properties will be sold by the Crown, Lessee of the Land, and are to be sold subject to the existing encumbrances thereof, and to the payment of the Crown rents reserved, and to the Conditions contained in the said Crown Leases.

Further Particulars may be had in application to the Undersigned.

C. EWENS, Solicitor for the Mortgagors, Hongkong, 15th October, 1896. [2367]

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,066. 號六十六零千萬壹第 日十月初九月二十二精光

HONGKONG, FRIDAY, OCTOBER 16TH, 1896.

五卅

十月十六年六十九百八十一英法香

PRICE, \$24. PER MONTH

SHIPPING.

ANIMALS.

Oct. 14, ANTHONY, British str., 3,236, M. H. F.

Johnson, Liverpool and Singapore 9th Oct.

General—BUTTERFIELD & SWIRE.

Oct. 14, MACMILLAN, British str., 305, J. E. Far-

rell, Bangkok via Swatow 7th Oct., Gene-

ral—YUEN FAT HONG.

Oct. 15, YAMASHIBO MARU Japanese str., 1,567.

JONES, Nippon 11th October, General.

NIPPO YUSHI, British str., 690, G. Penne-

father, Canton 15th October, General.

BUTTERFIELD & SWIRE.

Oct. 15, LYEMOON, German steamer, 1,938,

Heuermann, Shanghai 10th Oct., General.

SIEMSEN & CO.

Oct. 15, SENDAI MARU Japanese str., 1,064.

OLSON, Moji 9th October, Coals—NIPPON

YUSEN MARU, British str., 2,616, G. C.

HOANG, H.N.B., Kobe 10th Oct., Gene-

ral—P. & O. S. N. Co.

Oct. 15, SILBERG, German str., 762, Jesson,

Newchwang 8th October, and Chico 9th.

General—SIEMSEN & CO.

Oct. 15, TOONAN, Chinese str., 914, Martens,

Shanghai 11th October, General—C. M. S. N.

Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

15TH OCTOBER.

HODGE, British str., 100, for Guangzhou.

DARDANUS, British str., for San Francisco.

COLEMAN, British str., for Vladivostock.

THAMES, British str., for Swatow.

CHINAPING, Chinese str., for Tientsin.

CETUS, German str., for Yokohama.

CORNO, Spanish bark, for Manila.

DEPARTURES.

Oct. 15, SKABERNO, Norwegian str., for Canton.

Oct. 15, DEUTSCHES, German str., for Saigon.

Oct. 15, ARABIA MARU, Japanese str., for Kotzu.

Oct. 15, CHINGPENG, Chinese str., for Tientsin.

Oct. 15, DARDANUS, British str., for Singapore.

Oct. 15, FOOKHANG, British str., for Singapore.

Oct. 15, INGRABAN, German str., for Haikou.

Oct. 15, LYEMOON, German str., for Canton.

PASSAGERS ARRIVED.

Per LYEMOON, str., from Shanghai—Messrs.

Leah, Park, and Goutavit.

Per YAMASHIBO MARU, str., from Nagasaki—Baron A. Hickey.

Per MOTOCO, str., from Kebo—Mr. F. W. G. Webb.

TO DEPART.

Per THADES, str., for Amoy—Mr. W. E. Schroeder and Mr. Tan Yu Hong. For Taiwan—Mr. Ching Di Noon and Master T. Hetherly.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. L. Barnardou

Mr. B. J. Barlow

Mr. Beaumont

Capt. Person

Mr. J. E. Farrell

Mr. H. H. Fletcher

Mr. H. H. Freeman

Mr. H. H. French

## INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.  
1896,

With which is incorporated  
THE CHINA DIRECTORY.

THIS-FOURTH ANNUAL ISSUE,  
and will be found, as usual, to show an advance  
of information, years back in fullness and accuracy  
of inference.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Ponang to  
Vladivostok, in which Europeans reside.

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE  
FLOWER  
SEEDS.

SEASON 1896-1897.

TO PREVENT DISAPPOINTMENT IT  
IS REQUESTED THAT CUSTOMERS  
WILL PLEASE BOOK ORDERS  
AT ONCE.

## CATALOGUES

WITH FULL DIRECTIONS FOR  
SOWING MAY STILL BE HAD  
ON APPLICATION.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.  
Hongkong, 16th September, 1896.

NOTICE TO CORRESPONDENTS  
ONLY communications relating to the news columns  
should be addressed to THE EDITOR.

"The Spanish transport *Antonio Lopez* arrived at Singapore on the 8th October from Cartagena with 1,200 soldiers on board. She left for Manila the same day.

The E. & G. steamer *Melchor* and the C. M. steamer *Toronto*, which arrived yesterday, both report passing the steamship *West York*, dismasted and lying at anchor of Turnabout. She is desired to be reported at Hongkong.

H. M. S. *Spartan* was to coal at Shanghai on the 14th October and then proceed to visit the Yangtze river ports. She expects to be away about a month, when she will return to Shanghai and winter there for two months.

*Chakos* is racing in Ningpo and with terrible effect. On the 14th October, 1896, Captain James Stewart, on behalf of the British Consul, sent before noon, a cablegram to the supply of *Times*. Only supplied for Cash. Telegraphic Address *Press*—A.B.C. Cash. P.O. Box 20. Telephone No. 12.

DEATH.

On board the Chinese Revenue steamer *Kaiyuan*, on the 10th October, 1896, Captain James Stewart, aged 50 years.

[220]

The Daily Press.

HONGKONG, OCTOBER 16TH, 1896.

OUR Aping correspondent, whose letter appeared in yesterday's issue, is indignant at the contradictions which have been given to the tales of Japanese atrocities in Mid-Fornos. It is not unnatural that those who were on or near the spot at the time, and who gathered their information while the events were transpiring, should regard with some contempt the hearsay evidence of those who arrived months afterwards, when the atrocities had ceased or been greatly reduced. That there has been grave mismanagement by the Japanese officials concerned must be taken as proved to the hilt by the fact that the Japanese Government has had to visit some of these officials with its severest displeasure. Some of the Japanese papers also freely admit and comment on the lamentable occurrences. Under these circumstances the utmost the apologists for the perpetrators of the cruelties can hope to do is to extenuate, not to excuse, the misdeeds complained of. A point is made of the use of the word "atrocities," which it must be confessed, is somewhat vague in its meaning; it is usually associated with the outraging of women, the wanton murder of helpless victims, and the infliction of nameless and unnatural cruelties; but it may also be given a more extended meaning and be held to cover unnecessary cruelty of any description. The apologists of the officials maintain, as we understand, that the outraging of women there was none, or no more than usually attends the march of a body of soldiers through a conquered country. As to murder, there is of course room for dispute in each case as to whether the person who lost his life was killed while resisting lawful authority. Without attempting to discriminate between the two sides of these points we pass on to a matter which admits of no dispute except on a question of number. Villages were burnt and their inhabitants rendered homeless, had to seek refuge in the hills. The number of villages thus dealt with has been stated as over seventy, which is one of the statements that have been characterised as exaggerated, the exact number, it is said being only thirty-four. But whether the number was large or small, was the burning justifiable in any case? We contend not.

The destruction of towns or villages is a common mode of inflicting punishment on a tribe or nation in the way of retribution or for wrong committed, and for which the tribe or nation is held responsible, but it is a barbarous measure for the settled rulers of a country to resort to for the punishment of their own subjects. When the South Sea islanders murder a white man, a ship-of-war may be sent to bombard the town or village of the murderers; but if annexation were decided on the burning would not constitute part of the programme. At the time of the Kucheng massacre it was urged that a British force should be sent to inflict reprisals in the way of bombardment or burning, and the course suggested had a good deal to commend it; but if the occurrence had taken place in British territory, say, at one of the villages on the island of Hongkong, it would hardly have been contended that burning the whole village and destroying the property of the innocent, as well as of the guilty was an appropriate form of punishment. The English in Burma and the French in Tonkin have had precisely the same difficulties to contend with that the Japanese now find themselves confronted with in Formosa, but the burning of towns and villages has not been resorted to, so far as we are aware. The operation is in the nature of a reprisal; not a punishment to be inflicted in a country that has been formally annexed, for where a system of law prevails, even though only nominally, the punishment of the innocent with the guilty cannot be justified. When the Spanish forces in the Philippines reconquer the province of Cavite, now held by the rebels, it is not to be anticipated that they will burn the villages and towns, for that would no doubt mean destroying the property of many persons who have had no sympathy with the rebels and who, if they have accepted their rule for the time being, have done so only because they had no means of escaping it. It is true that in the United States when an Indian tribe goes on the warpath punishment is inflicted on the tribe, and sometimes by the burning of its villages, but that is because the tribes are recognised as independent within certain limits; the tribe, not the individual, is the entity recognised by the Government, and when things go wrong it is the tribe that has to bear the punishment. The Japanese do not profess to govern Formosa on the tribal system and the burning of villages which have contained innocent individuals entitled to the protection of Japanese law must therefore be considered wholly unjustifiable.

The *Yomiuri Maru*, the pioneer vessel of the Nippon Yusen Kaisha's Australian line, arrived here yesterday from Japan. The Spanish transport *Antonio Lopez* arrived at Singapore on the 8th October from Cartagena with 1,200 soldiers on board. She left for Manila the same day. The *Antonio Lopez* was to coal at Shanghai on Wednesday afternoon. Captain Stewart came to Hongkong over thirty years ago. In 1866 he obtained a master's certificate to command the *Canton Yacht*, gunboat *Canton Te*. Very shortly afterwards he was engaged in the Gulf of Tonkin in the operations against the pirates that at that time infested the coast, and for this service he received two gold medals and the rank of military commander. He left the *Canton Te* in 1866 and in 1869 he joined the Chinese naval force in Formosa and was appointed Captain in the service in the same year. He was full of interesting reminiscences and was a most enterprising companion. The funeral took place yesterday afternoon at the Happy Valley and was largely attended.

THE JAPAN CRICKET TEAM  
AT SHANGHAI.

## A VICTORY FOR JAPAN.

SPECIAL TELEGRAM TO THE "DAILY PRESS."

SHANGHAI, 15th October.

A one-day match was played to-day between Japan and the Shanghai Recreation Club. Japan made 97, of which Lucas contributed 46. The Recreation Club's score was 59, Jackson making the highest individual score, 30.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

LONDON, 13th October.

## RECONSTRUCTION OF THE FOOCHOW DOCKYARD.

It is officially stated in Paris that China has entrusted the reconstruction of the Foochow Dockyard to Frenchmen under a contract signed in Peking the 11th instant.

## GERMANY AND ZANZIBAR.

A semi-official German note attributes the recent naval reinforcements at Zanzibar to the fear of intrigues on the part of Said Khalid, and when things go wrong it is the tribe that has to bear the punishment. The Japanese do not profess to govern Formosa on the tribal system and the burning of villages which have contained innocent individuals entitled to the protection of Japanese law must therefore be considered wholly unjustifiable.

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## NOTICE TO CONSIGNEES

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THE Steamship

"C.A.M."

FROM NEW YORK AND STRAITS.

Consignees of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst will be subject to rent.

All claims against the steamer must be presented to the Underwriting on or before the 1st inst, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by the Consignees.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 9th October, 1896. [227]

## VESSELS ON THE BERTH

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896  
(Subject to Alteration.)

ALTMORE ..... | Friday ..... | 16th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE"

will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, TO-DAY, the 10th inst, at Noon.

Consular invoices of Goods for United States

should be in ORIGINELLEATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 9th October, 1896. [227]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKOHAMA, KORE, NAGASAKI, and SHANGHAI.

THE above steamship having arrived, Consignees are hereby requested to send in their Bills of Lading for counter-signature by the undersigned and to take immediate delivery of their Goods alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 12th October, 1896. [228]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"CERES"

Captain T. Bohens, having arrived from the above ports, Consignees are hereby requested to sign their Bills of Lading for counter-signature by the undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst, at 3 P.M.

No fire insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 13th October, 1896. [234]

STEAMSHIP "MELBOURNE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of cargo from London on S.S. Dorvaline, from Horatio, ex S.S. President Levi, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before To-DAY, the 13th inst, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 10th inst, at Noon, will be subject to rent and landing charges.

All cargo must be sent to me on or before MONDAY, the 19th inst, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 10th inst, at 3 P.M.

No fire insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th October, 1896. [235]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUZ, JEDDAH, SUAKIN, MASSAWAH, HODEDDA, ADEN, KUHLA, CEPE, BOMBAY, COLOMBO, PE-NANG, AND SINGAPORE.

THE Steamship

"VINDOBONA"

having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and whence delivery may be obtained.

This vessel brings on cargo.

From Calcutta, ex s.s. Daphne, transhipped at Bombay.

From Trieste, ex s.s. Imperator, transhipped at Bombay.

From Venice, ex s.s. Musimiano, transhipped at Trieste.

Optional cargo will go on to Shanghai unless notice to the contrary is given before Noon To-DAY, the 13th inst.

No claim will be admitted after the Goods have left the Godowns, and all claims must be sent to me on the 13th inst, at Noon on the 20th inst, or they will not be recognized.

No fire insurance has been effected, and any cargo remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER &amp; CO., Agents.

Hongkong, 13th October, 1896. [235]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"BRINDISI"

FROM BOLOGNA, AND STRAITS.

Consignees are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked and delivered as soon as possible as the goods are landed.

This vessel brings on cargo.

From Paris, Gulf ex s.s. Palma, &amp;c.

Cargo not cleared by the 20th inst, at 4 P.M. will be subject to rent.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival, when which no claim will be recognized.

H. A. BITCHIE, Superintendent.

Hongkong, 14th October, 1896. [237]

## VESSELS ON THE BERTH

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DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 9th October, 1896. [227]

NORTH-EAST ASIA STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "OLYMPIA"

THE Company's Steamship

"SUNGKIAN"

Captain C. B. Newell will be despatched as above To-DAY, the 16th inst, at 4 P.M.

For Freight or Passage apply to BUTTERFIELD &amp; SWINE.

Agents.

Hongkong, 13th October, 1896. [230]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASLOUN"

Captain J. Murray will be despatched for the above port To-DAY, the 16th inst, at 3 P.M.

For Freight or Passage apply to SHEWWAN, TOME &amp; CO., Agents.

Hongkong, 13th October, 1896. [230]

FOR MANILA VIA AMOY.

THE Company's Steamship

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